

# INFORMATION REPORT

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COUNTRY

## East Germany

DATE DISTR 25 September 1952

**SUBJECT**

### HV-Schiffbau Priority Materials Requirement

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(LISTED BELOW)

**SUPPLEMENT TO  
REPORT NO.**

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VVB VV., Volkswerft Stralsund, Stralsund (VVB)

1. Effective 1 April 1952, the Volkswerft Stralsund was assigned as the direction of the LDR State Secretariat for Material Procurement a priority rating for import deliveries of ship plate which arrive via Frankfurt/Oder and which are to be used to fill government contracts. In April 1952, all thicknesses of heavy plate for the government orders were delivered; only an undetermined quantity of 3-mm. medium plate and 4-mm. corrugated sheet metal (Riffelblech) was outstanding. April deliveries, which cover the material needs for the construction of five vessels, amounted to about 650 metric tons of heavy plate and 71 metric tons of medium plate. Heavy plate of all thicknesses, especially 8-mm. and 9-mm. plate, in excess of the amounts needed for the five ships are at the disposal of the Volkswerft Stralsund for use in the reparations program.
2. As of 15 May 1952, ship plate for priority orders for trawlers could not be made available, since the backlog of import shipments had not yet been cleared up and since import quotas from the USSR for the first quarter of 1952 were not filled until 9 May 1952. For this reason, import deliveries, especially in April 1952, had to be allotted to the shipyard's government contracts and, where some plate was left over, to the reparations program. All the plate necessary for the construction of trawler 1004 is on hand; about 36 more metric tons of heavy plate are needed for the production of trawler 1005. Volkswerft Stralsund needs approximately 1,150 metric tons of heavy plate to construct a total of six trawlers. This plate must be available at the latest by the end of July 1952 if the 1952 program is to be filled.

VVB Hochseeschiffbau Warnow-erft, Warnemünde (VEB)

3. In April 1952, the Narrows-erft was able to obtain 117 metric tons of heavy plate and 30 metric tons of medium plate. Eight-millimeter plate is in short supply and represents the most serious **bottleneck**, after the priority demands for the government orders at Stralsund are met, Narrows-erft will be provided with further import deliveries of 8-mm. plate on a priority basis.

CLASSIFICATION SECRET

[illegible]

4. Air deck planks represent another **bottleneck** in production at the Larnow-Werft. In order to get around this difficulty, Larnow-Werft is at present using Oregon pine deck planking, which is covered by imports.
5. The following amounts of boiler pipe are still needed for the Russian vessel **SOVETSKI SOYUZ**:

75 tons	28 x 3.25
204 tons	45 x 4
50 tons	50 x 5.5 (7)

These pipes, which were to be imported from the West, have not yet arrived, since, according to DLA-Metall, financial difficulties still exist.

6. Ship plate can only be allocated for new construction Type IV (Neubaubedarf Type IV) after the needs for government contracts and reparations orders have been met.

VVB Hochseeschiffbau Lathias-Thesen-Werft, Lismar (VLD)

7. The Lathias-Thesen Werft received 12 metric tons of heavy plate and 19 metric tons of medium plate for reparations production in April 1952. Small quantities of plate with a thickness of 18 mm. and above are still outstanding, but it is possible that the outstanding quantities can be made up from imports and DLA deliveries. Except for hydronalium profiles, there were no special difficulties in the April program.